

Intimation.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [74c]

Today's

Advertisements.
VICTORIA RECREATION CLUB.
AQUATIC SPORTS.THURSDAY, September 5th, at 4.30 P.M.—
lengths (113 yards) Rice (Scratch).
Open to Army, Navy and Police. Two
Prizes. No Entrance Fee; also 1 MILE
CHAMPIONSHIP OF THE COLONY.
Open to all Comers. Two Prizes. En-
trance Fee \$1.FRIDAY, September 6th, at 4.30 P.M.—
YARDS CHAMPIONSHIP OF THE
COLONY. (6 lengths). Open to all
Comers. Two Prizes. Entrance Fee \$1.
Entries for above CLOSE on 29th instant.
E. A. SARGENT,
Hon. Sec.

Hongkong, 28th August, 1901. [74c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR FOCHOV VIA SWATOW AND
AMOY.THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above Port on WEDNESDAY, the 11th Sept.,
at Daylight.For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents,
Hongkong, 28th August, 1901. [321c]KELLY & WALSH, Ld.
NEW BOOKS.ALL THE WORLD'S FIGHTING SHIPS,
by F. T. Jane, \$9.50
THE FIGHTS WITH FRANCE FOR NORTH
AMERICA, by A. G. Bradley, 9.00
BRASSER'S NAVAL ANNUAL, 1901, 10.00
BEAUTY'S AIDS, OR HOW TO BE BEAU-
TIFUL, 2.25
ROYALTIES OF THE WORLD, 2.25
BOXING, by Capt. W. E. Johnstone, 1.75
WORK, by E. Zola, 2.25
THE LAST OF THE GREAT SCOUTS:
THE LIFE STORY OF "BUFFALO
BILL," by H. C. Wetmore, 2.50

A. CHEE & Co.

11A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2nd.

SALE! SALE! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.R. G. HECKFORD,
Manager.

OLD MATURED

JOHN WALKER WHISKY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901. [775c]

Today's
Advertisements.HONGKONG CRICKET CLUB.
THE ANNUAL GENERAL MEETING
of the HONGKONG CRICKET CLUB will
be held in the CRICKET CLUB PAVILION, on
MONDAY, the 9th September, at 5.15 P.M.
P. A. COX,
Honorary Secretary.
Hongkong, 28th August, 1901. [930c]THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.
NOTICE.
DURING my TEMPORARY ABSENCE
from the Colony, Mr. R. J. MACGOWAN
will act as SECRETARY of the above
Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.
Hongkong, 28th August, 1901. [932c]FOR SHANGHAI, CHEFOO, VLADIVO-
STOCK, ALSO PORT ARTHUR.
(If sufficient inducement offers.)
THE Steamship"PROTECTOR,"
will be despatched for the above Ports, on
TUESDAY, the 3rd September, at 3 P.M.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 28th August, 1901. [920c]EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship"EASTERN,"
Captain Ellis, will be despatched as above
on THURSDAY, the 5th September, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric-light.
A Stewardess and a duly-qualified Surgeon
are carried.N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th August, 1901. [893c]STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LIVANT, VENICE AND ADRIATIC PORTS).
THE Company's Steamship"CHINA,"
Captain Leva, will be despatched as above
on TUESDAY, the 17th September, P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 28th August, 1901. [685c]

"GLEN" LINE OF STEAMERS.
THE Steamship
"GLEN,"
Captain T. Darke, will be despatched for the
above Port, on the 28th September, 1901.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 28th August, 1901. [927c]Today's
Advertisements.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship"SUISANG,"
Captain Tadd, will be despatched as above
on TUESDAY, the 3rd September, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th August, 1901. [925c]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"TRIESTE,"
Captain Mitis, will leave for the above places
on TUESDAY, the 17th September, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 28th August, 1901. [926c]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after Noon, the 31st instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th August, 1901. [928c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO,
AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.
Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.
Goods not cleared by the 3rd September, will
be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 6th September, or claims in
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 28th August, 1901. [929c]

Intimation.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E
BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - - - - - \$15.00.

The following Blends are also recom-
mended, and are unsurpassed
in quality—

A.—THORN'S BLEND, Per Doz. \$10.80

B.—GLENORCHY, MELLOW
BLEND, a fine Soda
Whisky of great age, 10.80

C.—ABELLOUR, GLENLIVET, 12.00

D.—H.K.D. BLEND of the
Finest Old Malt Scotch
Whiskies, 14.40

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

BIRTHS.
At Birmingham-on-Sea, on 19th July, the wife
of HENRY MAULVER STATIONS, of a daughter.
On the 21st inst., at "Hafon," Singapore, the
wife of W. MERZ, of a son.
On the 22nd inst., at Raffles Hotel, Singapore,
the wife of T. SARKINES, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 28, 1901.

REUTER'S TELEGRAMS.

LONDON, August 26th.

There is an agitation in Germany against
the removal of the astronomical instruments
from the Peking Observatory. The Press
urges their restoration to China.PRINCE CHUN'S MISSION
DELAYED.Prince Chun is indisposed and the mission
is delayed in consequence at Basle.

THE FRENCH SUGAR BOUNTIES.

The French Sugar bounties having caused
a deficit of fourteen million francs, the
Finance Minister has ordered them to be
reduced by fifty five per centum.SOUTH AFRICA.—A BOER
SUCCESS.A superior Boer force surrounded and
captured three British officers and sixty five
men to the north of Ladybrand. One man
was killed and four wounded. The prisoners
were released. Lord Kitchener is holding
an enquiry into the affair.LORD KITCHENER RECEIVES
LETTERS FROM THE BOER
COMMANDANTS.Lord Kitchener has received letters from
Ex-President Steyn, Commandants De Wet
and Botha, containing argumentative state-
ments of the Boer case, and expressing their
intention of continuing to fight.

WEATHER REPORT.

The Observatory report says—
On the 28th at 11.55 a.m. the barometer has
fallen over S. China and the Philippines. Pres-
sure is highest over the N.E. coast of China
and low, apparently over the Pacific to the
west of the Loochoos. Gradients slight for N.E.
winds over the E. coast of China, and for S.W.
winds in the N. part of the China Sea.
Forecast.—W. and S.W. winds, light; fair.

LOCAL AND GENERAL.

PARCEL Mails for Europe, &c., per s.s. *Massilia*,
will close at 3 p.m. on Friday, the 30th inst.THERE are a number of rumours as to the
cause of the late Mr. E. Hammonds' death; the
true cause was heat apoplexy.LIEUT.-COL. and Brevet Col. N. P. O'Gorman,
who left Hongkong lately for England via the
Siberian Railway, is placed on half-pay.THE plague germ has been found in so many
dead rats at Kuala Lumpur that the Municipal
ward for each dead rat has been raised to
twelve cents.A HAVAS telegram, dated Paris, 22nd inst.,
says the British, Russian and Austrian papers
approve the action of France with regard to
Turkey, and advise France to show firmness.THE s.s. *Sinai* spoke the English full-rigged
ship *Elginshire*, of Glasgow, on the 17th inst.,
in Lat: 6.52° N. Long 105.20° E. She wished
to be reported all well, bound from New York
to Nagasaki.AN enquiry was opened this morning into the
collision which took place in Hongkong
harbour on the 17th of August, by which eight
lives were lost. The proceedings were adjourned
after taking part of the evidence.THE Tientsin paper says the Chinese in
Peking have issued a regulation that all jinrik-
shas must stop on meeting an official chain, and
the occupant alight and stand until the official
has passed. This of course applies only to
Chinese.A GERMAN cruiser has exacted retribution
upon the natives of St. Mathias Island, New
Guinea, for the murder of Herr Otto Mencke,
whose yacht still lies in Singapore harbour. The
telegram says that eighty natives were killed
and seventeen captured.LORD Cadogan is going to present the Chelsea
Corporation with a mayor's chain and mace, in
which connection the *St. James' Gazette* tells
quite a good story. "We have provided our
mayor with a splendid chain; what are you
going to do for yours?" said an alderman of
one metropolitan borough to another. "Oh,"
replied the other, "we are going to let ours run
loose."WILLIAM Russell, who was formerly half-back
in the famous Preston North End football
team, has committed suicide at Kilmarnock.
He cut his throat, and jumped out a second
storey window, being quite dead when picked
up. He had been suffering from melancholia
since a fatal accident to a companion in the
Kilmarnock Football Club. Russell in his day
was regarded as the prince of half-backs.On the 19th inst., the Police Magistrate at
Colombo, on the application of Mr. R. Wilson,
the Manager of the Hongkong Bank branch
there, issued an order allowing the transfer to
the Singapore branch of \$25,000 dollars' worth
of notes discovered at the Colombo Customs
and detained in the Hongkong Bank, Colombo.
It is understood that Messrs. Wilson and Mar-
shall, (Assistant Superintendent of Colombo
Police), were to proceed to Singapore on the
21st inst. with the notes, which will be pro-
duced at the trial.Mr. H. DALLAS is expected to leave London
by the P. and O. *Syria* on the 10th October
with a new Company for the East, arriving at
Calcutta on 7th November. The *reperiore*
will include "The Toreador," "Zara," "The
Casino Girl," "The Only Way" and a few
other pieces.MEMBERS of the V. R. C. may be interested
to learn that Miss Wood, the daughter of Vice-
Admiral Wood, and a companion, the wife of
the German Military Attaché at Constantinople,
have, says *Dalbich*, succeeded in swimming
across the Bosphorus at its widest part. The
distance covered by the two swimmers was two
miles. "This quite rivals the feat of swimming
the Hellespont which as Byron says, 'Lean-
der, Mr. Ekehead and I did.'"A RECENT *Penang Gazette* says:—A ship-
master asks why the screw-pile beacon with a
green light in the South Channel, which dis-
appeared some time last year, has never been
replaced. Some years ago the same beacon
was knocked down by one of our local steamers,
but as the cost, about \$700, had to be defrayed
by the unfortunate skipper, it was soon repaired
and put up again. Surely a small portion of
the light dues might be used for keeping up
lights and buoys.A SENSATIONAL and even romantic case is
reported from Selangor. A Ceylon Malay,
who had recently been promoted from the P.
W. D. in Kuala Kubu, to the gaol department
in Kuala Lumpur, obtained a few days leave
to return to Kuala Kubu on urgent private
(love) affairs. Arrived there, he sought his
lady love and fiancée, who would not agree to
a betrothal. Thereupon, the man offered her a
glass of beer from a bottle the contents of
which had been poisoned by him with
strychnine. They had a glass each, and both
died together. A verdict of "death from
strychnine poisoning" was returned.On the 9th inst., says the *Rangoon Times*, a
Bengali lunatic made his way into the Rangoon
Arsenal, and as he would not heed of a
seniority of the West Riding Regiment who
warned him against coming in. Tommy raised
his rifle and fired at the intruder. Fortunately
he missed the man. He was however taken
into custody and made over to the police.
The sentry was brought up before his com-
manding officer for firing at the man in broad
daylight and explained that he fired at the
lunatic because he advanced upon him in a
threatening manner. Tommy, it is reported,
thought he had only done his duty, and
expected to get promotion rather than a re-
primand for his act.A HOME paper of the 24th ult. says:—The
swarms of mosquitoes which have descended
upon the northern suburbs of London are
at night to be seen in millions around the street
lamps and electric arelights. The insects are
causing great inconvenience by their savage
attacks upon people walking in the streets and
open spaces in the district, and the hospitals
have within the last few days received a large
number of victims of the mosquito pest for
treatment. The most serious case of this dis-
easement is that of an elderly man named Wil-
liam Potter, living in Milton-rd., South Totten-
ham, who was admitted into the Royal Free
Hospital suffering from the effects of mosquito
bites on the head and chest.THE late rains have by no means improved
the condition of Queen's Road, for it is now
more like a 'switchback track than the main
thoroughfare of the most flourishing colony in
the Far East. We are told that this is probably
due to Mr. Ormsby's new road metal, but it is
not heavy enough. We are assured that the
roller would do excellently for the Kowloon
roads, which are made of disintegrated granite,
but it is no good for the blue granite used in
Hongkong. What is wanted for a road metal
of this description is a twenty ton roller and
until a roller of this weight is run over it no
good results can be expected. We are told
that the Public Works folk are only experi-
menting with this road metal and, if so, we
should think that they have had quite sufficient
time to see that something is radically wrong.
When are they going to try other tactics?HERE (says a home paper) is an interesting
illustration of the results of Christian mission-
ary work in India. It is from a sermon by a
converted native congregation. Probably the
arguments would have had even more force if
they could have been clenched by *force*
Chiquet bien frappé being simultaneously
served.There was a man going along a road; he
was attacked by robbers, looted, ill-used, and
thrown to the side of the road half-dead. A
Mulla came by, but paid no attention to him,
similarly a Pundit, but a Christian followed. He
helped him; being a Christian, he had liquor
with him (1 + 1) and restored him to consciousness.The good Samaritan was evidently not a
total abstainer, Dr. Temple!THE following items are from the *Peking &*
Tientsin Times of the 17th instant:—The Chinese Government has hopes of buy-
ing back the machinery and plant being removed
by the Russians from the East Arsenal and
taken to Port Arthur.Trade has been practically at standstill in
Newchwang owing to the heavy rains. 8 inches
having fallen there in 30 hours, and the port is
more or less flooded.The Court has again sent urgent dispatches
to Li Hong-chang not on any account to allow
the Allies to erect fortifications in Peking or
retain the railways within the City.Waterworks are to be established in Pek-
ing with a capital of £1,200,000, a foreigner
having secured the right of construction, the
shareholders being both foreign and Chinese.Recently about 100 Chinese soldiers en-
camped outside the West Gate, and the
French Authorities sent at once to enquire
their business, so they withdrew the next
morning.It is reported that the candidates for the
Tientsin district examinations are going to
Ho-kien-tai to be examined there, which is of
course illegal, as the privilege is stopped for the
whole of China.Manchuria is reported from some quarters
to be perfectly quiet, the heavy rain having had
no doubt a subduing effect. The Russian
reverses so frequently reported are discredited
by a Newchwang correspondent, so the rumours
are probably only circulated for political reasons.
The Chinese seem to think things are not
settled however, and say the Chinese will con-
tinue to worry the Russians.
The Russian proclamation prohibiting Chi-
nese to appeal to foreigners was in consequence
of a certain Chinese having asked a missionary
to explain to the Russian Authorities that his
shop had been wrongly classified for purposes
of taxation. It should be pointed out that
very few Russians speak Chinese.A MARRIAGE has been arranged between Capt.
Victor Scratchley D.S.O. 9th Rifles, only son
of the late Major Gen. Sir Peter Scratchley,
R.E., K.C.M.G., and Miss Anna Clementina
Harvey, youngest daughter of the late John
Harvey, of Singapore.THE *Nova Zemlya* in a recent issue expresses
astonishment at Japan's action in fitting up
a Naval Station at Madiazura, which fronts
Vladivostok. Commenting on the fact, the
paper says Japanese preparations to drive the
Russians from the Pacific Ocean will end in
failure anyway.

FIRES AND FIRE INSURANCE.

We hear on good authority that the building
and contents in Queen's Road the top floor of
which was gutted early this morning was in-
sured, in all, for \$31,000. The Companies
doing business in Hongkong are no doubt ever
anxious to increase their returns but, at due
precautions taken when the policies are applied
for, to see that the actual value of the amount
asked for is amply covered by the quantity of
goods on the premises. In the case of two or
three fires that have occurred recently it has
seemed almost an impossibility, to the lay
mind, that the value of goods insured should not
have been over estimated. Another pernicious
practice that, we hear, is the custom in this
Colony, is that of squaring up the morning after
the fire. For instance if say Jones, is burnt out
and is insured in one Company for \$1,000.
The agent comes along and offers him \$200.
He indignantly refuses. It is increased to
\$300 and by and bye a bargain is struck
for \$350 cash down. There is no searching
enquiry, no production of books showing stock
in hand, simply a mutual arrangement we pre-
sume, satisfactory to both sides. But why has
Jones been paying premiums on \$1,000 if he
will take \$350 when the accident happens?
And why has the Company been accepting
insurance for \$1,000 and then offers Jones \$350.
It looks as if there is a screw loose somewhere,
but where it is only for an expert to say.

THE HONGKONG FIRE BRIGADE.

Last night's fire again proved the efficiency
of our local corps of fire fighters. On every
occasion when their services are needed, they
are on the spot promptly and work with a will.
In the Cochrane Street disaster it was par-
ticularly noticeable. Working with an inexhaus-
tible energy and absolute fearlessness, the
lads and the dead were brought out, when at
any moment the surrounding walls might have
come down (and were expected to). No thought
of danger delayed the work one minute. Lives
were to be saved, duty to be done, and they
were the men who proved themselves able and
willing to do it. Again, the work last night
was of a hazardous nature, and the heat for a
time intense, but owing to prompt and organised
action the flames were got under, to the credit
of the Brigade, and the amazed "Hi Yah's" of
the assembled useless mob of Chinese who
witnessed the men's exertions. Now we come
to the important part. These men receive \$9
a month as members of the brigade and, con-
sidering the rough and dangerous work, might
not this be increased to \$15. Surely they earn
it. We would not attempt for a moment to
appear dictatorial, but we would most forcibly
suggest to Captain Superintendent May the
desirability of an increase. We feel sure that
Captain May, if properly approached, would
give this matter his most earnest consideration,
and besides removing a sore point in the force,
would meet with the unanimous approval of
the general public.

AT THE MAGISTRACY.

THE LIGHTS THAT FAILED.
Peter Jackson, B.C. 23, charged four masters
of boats with exposing no lights. They were
each fined \$2.

SERIOUS CHARGE.

Tam Cheung and Chan King were charged
with feloniously assaulting Wong On, a single
woman, also with feloniously stealing. It
appears that Wong On's house was visited by
three men (one not in custody) who said they
came to repair a leakage. She admitted them
and, when shewing them the place, was suddenly
knocked down and throttled, her bangles were
snatched off and she was otherwise ill-treated.
Her daughter corroborated the evidence.P.S. William Morrison testified to visiting
the premises and finding them in disorder.
He also found a hat and a bag.Deputy Superintendent Daddley gave evi-
dence as to the complainant identifying the
prisoners amongst twelve others. Mr. Hare,
land committed both defendants for trial at the
next criminal sessions.

THE PLAGUE.

Number of cases reported (Chinese) 1,539
up till noon of the 27th Other Asiatics 53
August, 1901. Europeans 30
Number of cases reported (Chinese) 0
during the past 24 hours Other Asiatics 0
Europeans 0Total number of cases reported to date 1,622
Number of deaths reported (Chinese) 1,505
up till noon of the 27th Other Asiatics 35
August, 1901. Europeans 11Number of deaths reported (Chinese) 0
during the past 24 hours Other Asiatics 0
Europeans 0Total number of deaths reported to date 1,511
Since noon on Saturday last the cases and
deaths are—
Cases Chinese 0
Other Asiatics 0
European 0Deaths Chinese 1
Other Asiatics 1
European 0The plague returns for last week were—
Cases Chinese 35
Deaths Chinese 35

CRICKET.

The following is the report of the Hongkong Cricket Club for the season 1900-1901.

To the Members of the Hongkong Cricket Club.

Gentlemen, The Committee have pleasure in presenting the annual report.

The accounts (attached) show a balance at the credit of the Club of \$5,632.47.

Mr. F. Maitland heads the batting averages for 1900-1901 with 42.60 and Mr. D. Salter is first in bowling with 32 wickets for 12.96 runs each.

The Lawn Tennis Championship was won by Mr. H. Pinckney for the third time in succession and he therefore wins the Challenge Cup outright: the Cup presented by Mr. E. W. Mitchell for the runner up was carried off by Mr. P. A. Cox, who also won the "A" Class Single Handicap. The "B" Class was won by Mr. F. X. d'Almeida. E. Castro, the Double Handicap was won by Messrs. Sercombe Smith and Grist: the Professional and Commercial Pairs by Messrs. Cox and Mackay.

The Club played Sixteen Cricket Matches of which Eight were won and Eight lost.

The following scores of 100 and over were made:—Mr. F. Maitland 156, Major P. S. Dyson, A.P.D., 124, Mr. C. Franklin, R.N., 106 not out, Captain Langhorne, R.A., 131, Mr. H. Hancock 123 not out, Lt. T. C. Burke, 22, Dom. 1, 127, not out, and Lt. Noble, R.N., 100.

The Thanks of the Club are due to the officers of H.M. Navy and Army who have so kindly lent their bands.

The new Iron Railings are now in position.

Invitations have been sent by your Committee to Shanghai and the Straits challenging them to cricket and tennis, and have been accepted. The Interport Cricket Week has therefore been fixed for the 11th/16th November.

Messrs. E. W. Mitchell and Capt. Strong, R.M.L.I., having left the Colony, Dr. Atkinson and Commander Orpen, R.N., have been elected in their places.

The Annual General Meeting will be held in the Pavilion on Monday, 9th September, 1901, at 5.15 p.m.

T. SERCOMBE SMITH, Chairman
H. HINDS, Hon. Treasurer
F. MAITLAND,
E. G. WATMOUTH, Capt. R.A.,
P. S. DYSON, Major, A.P.D.,
H. PINCKNEY,
Dr. Atkinson,
H. Orpen, R.N. Commander

Hongkong, August, 25th, 1901.

HATTING AVERAGES.

In Eight Innings and Over.

Name Innings Runs Average

F. Maitland 10 639 156 42.60

Major P. S. Dyson, A.P.D. 17 539 123 38.5

Lieut. Ross, R.N. 8 236 89 37.6

Capt. Strong, R.M.L.I. 18 599 97 37.5

A. G. Ward 13 326 98 27.41

R. E. E. Krickbeck, 23 323 52 26.91

Bo. L. 18 320 84 26.25

C. Franklin, R.N. 16 318 106 25.53

Major Dorehill, R.A. 10 212 83 23.2

Capt. Langhorne, R.A. 16 370 131 23.11

Lieut. H. Hill, R.W.F. 11 311 62 22.2

D. W. Salter 10 1304 61 21.55

T. S. Smith 19 166 58 18.6

Capt. Nicholson, 3rd M.L.I. 11 157 58 19.62

R. B. Johnson, R.W.F. 10 168 55 18.6

Capt. Ainslie, 3rd M.L.I. 24 375 55 17.04

Lt. F. G. E. Lumb, 3rd M.L.I. 16 313 46 16.38

J. F. Noble 13 269 52 14.88

J. Hooper 15 217 39 13.30

A. Mackenzie 11 207 22 11.88

E. Mast 10 165 35 11.66

A. Woodgate 13 137 40 11.41

R. D. Anderson 11 116 73 10.54

J. A. Higgin, R.W.F. 16 93 12 7.15

Thurston, R.N. 8 15 6 2.5

In three Innings and Over.

H. Hancock 3 139 123 69.5

Rev. Salisbury, R.N. 5 147 81 36.75

T. C. Burke and Bo. L. 1 169 147 33.8

Surg. Pick, R.N. 4 113 60 28.25

Lieut. Noble, R.N. 4 134 100 26.8

Lieut. Wood, R.N. 6 113 73 22.26

Lt. O. Williams, R.W.F. 3 66 26 22.0

Lieut. Orton, R.N. 3 65 28 21.6

Lt. Clifton Browne, R.N. 6 128 59 21.3

P. A. Cox 7 97 17 13.85

Rev. Dexter, R.N. 5 66 27 13.2

Capt. Doughty, R.W.F. 5 64 39 13.0

Lieut. Forsyth, R.A. 6 78 21 13.0

G. A. Woodcock 4 26 16 13.0

K. W. Mounsey 4 41 15 10.25

D. Wood 5 50 24 10.0

A. R. Lowe 5 42 18 9.66

Capt. Waymouth, R.A. 5 47 15 9.4

Capt. Grogan, R.W.F. 3 25 13 8.6

Major Buttenshaw, A.S.C. 4 20 17 8.0

Rev. E. Good, R.N. 2 40 17 8.0

G. H. Gwyther, R.W.F. 7 39 15 6.5

C. P. Hay 7 39 14 6.5

B. C. Hanson 5 15 6 5.0

Capt. Hutchinson, I.M.S. 3 19 14 6.3

Lieut. W. Lloyd, R.W.F. 4 13 8 4.33

50 members batted in less than three innings.

BOWLING AVERAGES.

In Eight Innings and Over.

Name Innings Runs Average

D. Salter 115 22 415 12 12.96

J. A. Higgin, R.W.F. 268 49 919 59 15.50

T. S. Smith 357 1100 58 16.17

Capt. Strong, R.M.L.I. 70 341 129 17.92

A. Mackenzie 84 310 51 19.18

Major Dorehill, R.A. 158 23 535 11 29.18

C. Franklin, R.N. 176 823 44 18.70

R. E. E. Krickbeck 117 517 25 26.8

beck, 23 323 52 26.91

Capt. Langhorne, R.A. 106 7 407 13 31.30

J. A. Woodgate 62 9 267 1 9.35

First Three Innings and Over.

Surg. Moon, R.N. 21 77 6 12.83

Rev. Salisbury, R.N. 55 200 13 13.38

H. Hancock 43 175 11 11.9

Thurston, R.N. 47 184 11 16.72

Capt. Nicholson, 3rd

M.L.I. 65 7 285 14 20.4

Capt. Hutchinson,

3 66 3 32.0

J. E. Lee 20 70 13 3.5

Rev. E. Good, R.N. 22 4 79 2 2.25

Lieut. Ross, R.N. 54 13 159 1 6.25

Capt. Ainslie, 3rd

M.L.I. 47 5 189 7 27.0

Lieut. Forsyth, R.A. 23 117 4 28.25

H. Hill, R.W.F. 6 230 8 28.7

J. F. Noble 23 91 3 30.3

A. R. Lowe 23 136 3 44.3

P. A. Cox 22 1 96 1 24.05

J. Hooper 11 51 3 15.0

Capt. Waymouth,

R.A. 20 3 114 1 27.0

25 members bowled in less than three innings.

Signifies "not out."

FIRE IN QUEEN'S ROAD.

At 1.55 this morning a fire broke out in the top floor of No. 136, Queen's Road. The premises were occupied by a trader in Japanese goods and were well-stocked with a varied assortment of wares of a highly inflammable nature. The fire broke out quickly on the spot, under Assistant Superintendent Kemp and Assistant Engineer Courtney. The efforts of the brigade were directed to confining the fire to the top story, but the combustible nature of the contents made the work extremely difficult. By 3.30 a.m. all danger to the neighbouring building was passed, the fire being thoroughly under control. Inspector Kemp had his men well in hand and ably seconded by Sergt. Gourley, Garrod, and Reynolds averted what promised to be a serious conflagration.

TWO ENGLISHMEN ARRESTED BY GOSSACKS AT NEWCHWANG.

NEWCHWANG, Aug. 14th. Another instance of the overbearing conduct of the Russians at this port occurred three days ago, when two young gentlemen belonging to the firm of Messrs. Bush Bros., one a Britisher and the other an U.S. citizen, were illegally arrested and brutally threatened with bayonets and loaded rifles by a small party of Cossacks outside the Russian lines. The facts of the case are as follows:—

About 8 p.m. on the 11th the two gentlemen in question, accompanied by Mr. H. F. Bush's Japanese wrestler, the latter only acting as carrier, set out towards the Eastern Marsh. On their way back, South of the Russian Settlement, near the third creek, well outside the bounds of the Russian Settlement, a few crows flew towards them and the American fired and bagged one. Then walking homeward about 200 yards, where the Pilo boats are generally docked, they heard shouts from behind from two Cossacks (Badje & B. C.), one not in front, while the other stayed behind. The one in front motioned the little party to return with him to the Settlement, and as they could not understand his reason for stopping them, he flew into a rage, drew back his rifle, with fixed bayonet, and lunged within a few inches of the young American's thigh. As they were still reluctant to go back, he loaded his rifle, which was at full cock, and pointed it at the American who was in front, at the same time saying "Tso-bah!" no doubt meaning go on, or he would shoot. Finding it was useless to refuse any longer they were made to walk in front of the soldiers, as prisoners. Just at this moment the party called out to the Japanese wrestler, requesting him to return immediately with the news to Mr. H. A. Bush. Arriving at the spot where the crowd had been shot the soldiers were reinforced by one more Cossack, who was supposed to report the matter to his commander; after being kept over an hour the Cossack returned, and made signs that the prisoners were to be released. After being released, with the aid of a Chinaman who could speak a little Russian, the American informed the Cossacks that he was going to report the matter to the commander through Mr. Titoff, but the first Cossack again pointed his rifle at him, instructing them to return to the Port. The young American followed the Cossacks to the barracks, after entering which and not finding any one in command, he proceeded to Mr. Titoff, who informed him that the behaviour on the part of the Cossacks was disgraceful and that the matter had better be reported to Consul Kirsley.

But it is satisfactory to learn that Mr. Hosie, the British Consul, and Mr. Miller who represents America, are taking the matter up vigorously, and every one will be glad if some check is put upon the outrageous Russian soldiery, who behave as if they alone had any rights in this important Treaty Port where the Russians have neither Trade nor commercial interests.—China Gazette Cor.

RUSSIAN PROCLAMATION IN NEWCHWANG.

PROCLAMATION 1.

This is to notify the public merchants and people of this port that the port is under the Protection of the Russian Government. Should the people have any cause of injustice they should come to the Russian Commissioner's Yamen and report by Petition. All cases shall be justly treated. Sometimes either merchants or people have come to the Commissioner's authority but gone begging to some other foreigners of the foreign hongs and missionaries, not knowing that the foreign hongs have their own express duties, namely simply to do business, and the missionaries simply to preach, and they cannot attend to other people's affairs. On this account the Russian Government at home has authorized me to issue this special proclamation that merchants and people may understand. Hereafter whatever case arises everyone should come directly to this Commissioner's Yamen or go to the Police Stations in presenting petitions. It is prohibited to beg assistance from other foreigners in the foreign hongs or missionaries. By so doing you people do not get proper justice but are blamed. Henceforth if you people do not follow according to this proclamation the Commissioner will deal severe punishment upon all who do not act in accordance with this notice, and you are hereby duly warned.

(Signed) Appointed by Russian Emperor Commissioner of General Affairs and Commissioner of Customs at Ying-kow.

Dated 24th day 5th moon.

PROCLAMATION 2.

This is to notify the public that all Custom Houses are established to benefit the people. At present there are many shipping houses but most of them are dishonest, for they either report falsely from the merchant vessels or they defraud the Customs, and are really lawless. Again, there are houses which only do one firm's business and monopolize the profit. All these are unbusiness-like and are squeezing all round. They are so numerous that they cannot be individualized with one's fingers. Now this Customs has decided to issue a new regulation to prevent any further dishonesty and to render real benefit to the merchants and people. Note this. The new regulation will begin with the Russian calendar year 1st day 7th month. All those who desire to open any big shipping offices must report to this Customs with a cheque for Tls. 5,000 (Kai-kuan) as security. If it is found that the shipping houses, as a rule, state the description of goods, weight, number of packages, etc., and their estimated value and make it not necessary for you to use any foreign writing. All the merchants and people must do and act accordingly as I have set before you and not otherwise.

(Signed) Commissioner of Customs at Ying-kow.

Dated 24th day 5th moon.

PROCLAMATION 3.

This proclamation is issued to notify all the oil factories' workmen of this port. A petition has been presented by a body that certain men by name Wu, Wang, etc. go round to all the factories urging the men to stop work. Already these factories have stopped work for three days, striking for still higher wages. Similar cases occurred the year before last, and again last year and now again this last 5th moon. The wages of the workmen have risen three times and why should the work suddenly stop again? According to the Russian laws, leaders of strikes, stopping work are punished the same as treason, and all their followers are punished severely. The Commissioner has sent out orders to arrest the leaders Wu, Wang and others and will punish them, so this proclamation is issued to let all know all workmen of the oil factories must return and resume their work as usual at the latest to-morrow. Those who do not listen to this will be arrested and be punished severely, and be transported from this port and not a single one will be allowed to remain at Ying-kow. From this day hence all oil workmen should note, following this special proclamation.

(Signed) Commissioner of Customs at Ying-kow.

Dated 7th day 6th moon.

NOTICE.

This notice is issued to notify the public that according to the usual regulations all grain dealers and the river boats, in all 25 in number, have licences. Since the trouble last year all the boat owners have incurred debts to the native banks to a great amount. If these do not come to mutual terms both parties must suffer by it. Besides these there are others who handicap the general circulation of trade, thus business becomes worse and worse and accounts cannot be cleared up. All banks, grain dealers, merchants, and people note this.

All last year's accounts, debts, etc., must be paid up this year; no grain dealers are allowed to delay payment, nor the banks to reduce their accounts at any time. Those who have no licence must not go and bribe others to open such business; if such is found the Commissioner will arrest the culprit and deal severe punishment upon him.

All note this and follow this out, according to this special notice.

(Signed) T'ango-kwo-ling-shih. (Russian Consul)

THE S. S. "TYDEUS."

The new Blue Funnel steamer "Tydeus," the eleventh steamer built by Messrs. Workman Clark & Co., for the well known ship-owner Alfred Holt, of Liverpool, arrived from that port to-day. The "Tydeus" is a vessel of 7,500 tons gross, her dimensions being 452 ft. by 54 ft. by 34 ft. There are four cargo holds on board and two deep tank compartments. She has a full equipment of steam winches and derricks for the speedy loading and discharging of cargo, one of the derricks being capable of lifting 25 tons and the deck erections consist of poop, top gallant forecastle and a long bridge, on which are deck-houses for the accommodation of the Captain, officers and crew. The "Tydeus" like the "Peleus," has been specially designed to meet the requirements of the China Trade.

THE WRECK OF THE "SOBRAON."

The Board of Trade Inquiry into the wreck of the "Sobraon" was commenced at the Middlesex Guildhall, Westminster, on 18th July, before Mr. Marshall, stipendiary magistrate, assisted by two nautical assessors, Captain Ronaldson and Captain Kennet Hore. Mr. Muir Mackenzie, in opening the case, said the "Sobraon" left Shanghai for London on April 23 with 70 passengers and a crew of 210 hands, with a general cargo. Her course, as set by her compasses, was calculated to enable her to pass to the east of Tung Island, and at 10.30 p.m. she was reckoned to be 80 miles east of the island. At this time the master went below, giving instructions that soundings should be taken frequently. The lead was cast at midnight, and the sounding showed 34 fathoms, and again two hours later, 28 fathoms being shown. She was reckoned at midnight to be a distance of 45 miles from Tung Ying. The night was dark and clear, but when the last sounding was taken the second officer reported to the captain that the ship was 15 miles within her course. Her course was not, however, altered, and at 3 a.m. on April 24 she ran into a bank of fog and grounded. The passengers and crew were safely landed, but the vessel became a total loss.

Captain Lewis Wibner, master of the vessel, said that in his opinion the cause of the vessel's departing so much from her course was an abnormal current, distinct from the ordinary currents set up by the monsoon, which could not have been foreseen. Shortly after leaving port on April 23 he discovered an error of 1 deg. west in the course indicated by the compasses. When it was reported to him that the vessel was within her course, he gave no special orders, as he considered that those he had already issued were sufficient. The witness did not consider that there was anything in the soundings to indicate danger. He left special instructions with the officers to call him if the vessel became thick or if land was sighted. When the fog fell the second officer called him, as he explained that he had had no time, the fog had fallen so rapidly. Witness had been thirty years in the employment of the Peninsular and Oriental Company, and had never had an accident.

Bertram Ridgway, the second officer, said he was in charge of the ship when she struck. The presence of the fog was not perceptible until the vessel grounded.

On 19th instant, the finding of the Court, in answer to the question set by the Board of Trade, was given. It was stated that the vessel had merely "struck" the bank, and was not "run aground," the steering compass, by which the vessel was steered and navigated, and one in the wheel house. They were in good order and sufficient for the safe navigation of the vessel. The master ascertained the deviation of his compasses from time to time, the errors were correctly ascertained and entered in a deviation book, and the corrections were properly applied to the courses steered. The position of the vessel was assumed at 5.30 p.m. on April 23, by a bearing taken of Finger Rock, which bore N. 50 W. distant six miles, a previous bearing of Hieshan lighthouse, having been taken at 3 o'clock which gave N. 75 W. 5 1/2 miles distant. At 8 p.m. the position was merely ascertained by the two bearings taken from the position given by the two bearings taken at 3 and 5.30 and from the course since steered. The position of the vessel was then, at 8 p.m., estimated to be 27 1/2 deg. north latitude, 123 1/2 deg. east longitude. A safe and proper course was set at 5.30 p.m. if the vessel was in the position assumed by the two previous bearings. No allowance was made for tide and currents. Proper measures were taken at midnight and 2 a.m. to ascertain the position of the vessel by a cast of the lead on each occasion. The last cast at 2 a.m. placed the vessel about 14 miles inside the position which she should have been at at that time, and this accounts for the error which was not made good. This was reported to the master, who had been below since 10 p.m., but as he had

(Signed) Commissioner Customs of Manchuria Province and also in charge of the West Custom House.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL-STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior—Points of U.S.A. to the Orient.

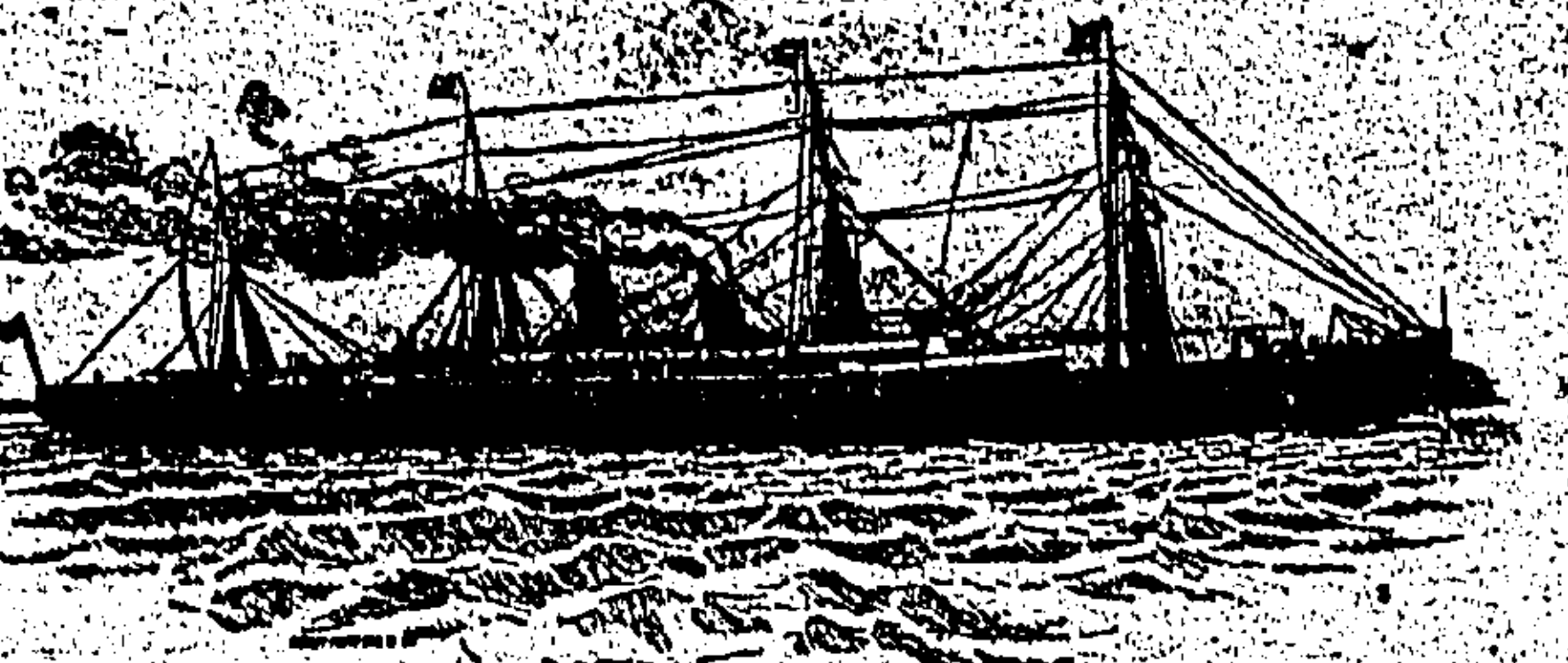
For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits, FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

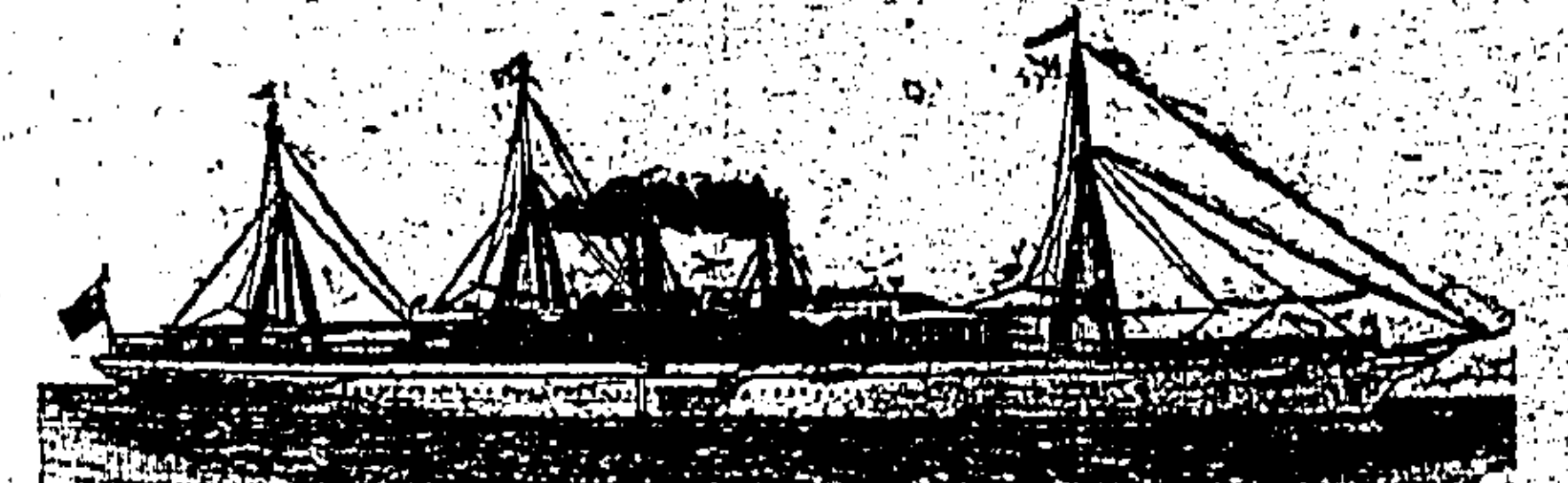
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OBTASLITISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SIBIRIA	HAVRE and HAMBURG.	10th Sept.	Freight and Passengers.
ANDALUSIA	HAVRE and HAMBURG.	21st Sept.	Freight.
ARABIA	HAVRE and HAMBURG.	10th Oct.	Freight.
ARAGONIA	HAVRE and HAMBURG.	21st Oct.	Freight.
ARAGONIA	HAVRE and HAMBURG.	10th Nov.	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, North-Queen's Building.

Hongkong, 7th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI, KOBE and MOJI.	"CHANGSHA"	30th instant.
CHINKIANG and SHANGHAI.	"KANSU"	31st instant.
TIENSIN.	"KIUKIANG"	1st instant.
TIENSIN.	"NANCHANG"	31st instant.
NAGASAKI, KOBE and MOJI.	"POOHOOW"	3rd September.
	"TIENSIN"	3rd September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"PYRHRUS"	15th September.
	"ULYSSES"	12th September.
	"AGAMEMNON"	19th September.

S.S. "TYDEUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, on the 29th instant, P.M.

HOMEWARDS.

FOR	STEAMERS.	To Sail.
LONDON.	"STENTOR"	3rd September.
	"IDOMENEUS"	17th September.
	"AJAX"	1st October.
LIVERPOOL (DIRECT).	"ORESTES"	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAILOONG," Captain Bathurst, will be despatched for the above Port, TO-MORROW, the 29th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LARCAK & Co., General Managers.

Hongkong, 28th August, 1901. [924c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "YUENSANG," Captain P.H. Rolfe, will be despatched for the above Port, on FRIDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th August, 1901. [929c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 1st September.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th August, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship "MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 4th Sept.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1901. [226c]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ATAKA," Captain ... will be despatched for the above Port, on or about the 10th September.

To be followed by the S.S. "ANAPA," about 15th October, 1901.

For Freight, apply to SHEWAN TOMES & Co., Agents.

Hongkong, 20th August, 1901. [871c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlsruhe City, ... about 1st Sept. 15

Strathgyle, ... about 1st Oct. 15

THE Steamship

"CARLSLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th August, 1901. [191c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "DIAMANTE," Captain J. Rottenburg, will be despatched for the above Port, TO-MORROW, the 29th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 26th August, 1901. [919c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships, "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION."

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (Or.) on or about the 10th September, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 23rd August, 1901. [905c]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. I. American ship "I. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Hongkong, 12th August, 1901. [698c]

FOR NEW YORK.

THE 3/4 A. I. American ship "MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN TOMES & Co., Hongkong, 8th July, 1901. [222c]

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1901. [120c]

Masonic.

ZETLAND LODGE.

No. 121, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd September, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 26th August, 1901. [1914c]

NOTICE OF REMOVAL.

I, BEG, to inform my Patrons and Public, Generally, that I have REMOVED my Stores from No. 12 to No. 15, D'AGUIAR STREET.

HAROLD TONNE, 15, D'AGUIAR STREET.

Hongkong, 27th August, 1901.

